

REPORT

CD NO

50X1-HUM

DATE OF INFORMATION 1949

DATE DIST. 31-March 1949

NO. OF PAGES 3

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

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SOURCE Soviet newspapers as indicated. (Information requested.)

RAILROADS COMPLETE ANNUAL PLAN --- Tikhookeanskaya Zvezda, No 4, 6 Jan 49

B. Beshohev, Minister of Transportation USSR, reports in a letter to Stalin that railroad transport completed the annual loading plan on 18 December, having loaded 600,000 railroad cars above the plan and having increased the volume of loading 20 percent over 1947. The plan was exceeded for hauling chief types of freight (in tons) -- coal, petroleum products, ferrous metals and scrap, ore, and grain. Cost of hauling decreased 3.2 percent more than planned in 11 months of 1948.

ELECTRIFICATION IN ARMENIAN SSR -- Kommunist, No 25, 1 Feb 49

Assemblers and builders, working on the electrification of the section between Sauain and Leninakan Stations of the Transcaucasus Railroad System, have completed the assembly of the electric network in the yard of Arsmala Station. Electrification of the Kirovakan-Shagall section is now being carried on.

CONSTRUCTION WORKERS SAVE MATERIALS -- Tikhookeanskaya Zvezda, No 7, 9 Jan 49

Construction workers on the Izkstkovaya-Urgal railroad line [part of Izkstkovaya-Ust' Nizanskoye Sector of Far East System] were able to save more than 6,785,000 rubles in 1948 by conserving construction materials, introducing innovations, and by more effective utilization of waste.

OBLUCH'YE SECTION CRITICIZED -- Tikhookeanskaya Zvezda, No 3, 5 Jan 49

The Obluch'ye Section, most important of the Far East Railroad System, includes many large transport enterprises: the main locomotive depot, railroad car depot, track sectors, and the Obluch'ye and In control stations.

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The locomotive depot at the Obluch'ye Station completed the annual plan for medium repair and overhaul of locomotives. The railroad car depot finished capital repairs on 40 cars above the year plan. Communications workers of the first track sector completed the annual plan for repairs by 1 December. Track workers on all four sectors of the Obluch'ye Section completed the annual plan for track repair ahead of schedule, and realized 677,000 rubles in above-plan profits. Communications workers realized 36,500 rubles profits above plan, the locomotive operators realized 2,700,000 rubles, and the section as a whole saved more than 34,000 tons of coal.

Work of the Obluch'ye Section reveals many cases of inefficiency. Only 20 percent of the workers in the railroad car depot completed the annual plan for medium repairs. The section did not fulfill its pledge to speed railroad-car turnover. Activity has lessened with the coming of winter. Many locomotive operators allow their trains to be late and disrupt the schedule. The section had 15 interruptions in the month of November in normal technical operations. Work in December did not improve. The decree, of the Central Committee of the Trade Union of Railroad Transport Workers, for a mass inspection of the fulfillment of socialist pledges among transport workers was never carried out at Obluch'ye by Napokrytykh, chairman of the Obluchensk'y Rayon Trade Union.

PRIMORSKIY RAILROAD MUST IMPROVE OPERATION -- Krasnoye Znamya, No 23, 29 Jan 49

The Primorskiy Railroad System completed the 1948 plans for loading and unloading ahead of schedule and realized 6,228,000 rubles in above-plan profits. The System followed the summer train schedule throughout the current winter season. However, it has consistently failed to fulfill the plan for car turnover. An additional 90,000 cars could have been loaded by the System in 1948, if the rate of idle time of cars in loading and unloading had not been exceeded.

Ye. Latrak, chief engineer, Primorskiy Railroad System, reports that the majority of locomotive engineers have been doing even better work in the winter than in summer. In December 1947, the System carried 13 heavily loaded trains, whereas in December 1948 it carried 210 such trains. An analysis made of car turnover in the Primorskiy System shows that 80 percent of the total turnover time is caused by idle time in stations. The highest rate of idle time of local cars is in the stations of the Vladivostok Terminal, a fault not only of railroad workers but of enterprises using the railroad.

A. Ovchinnikov, chief of the Political Section, Vladivostok Section of the Primorskiy Railroad System, reports that the recently formed political sections are making a great effort to increase the political and production level of all railroad workers and to raise the low level of worker discipline in individual enterprises.

The station at Cape Churkin, one of the most important in the Vladivostok Section, failed to complete the plan throughout 1948 because of bureaucratic management, inefficiency of the party organization (secretary, Khitrov), lack of competition, and disruption of worker discipline. Political leadership is even worse on the line stations of the Section -- Kiparisovo, Razdol'noye, Primorskaya Stations -- and in Vladivostok Station.

A recent appeal made by workers at the Pervaya Rechka Depot calls for completion of the Five-Year Plan in 3 years and 9 months throughout the Section. The appeal was joined by Egershel'd and Pervaya Rechka Stations, railroad car workers, the dispatcher service, and others. The party organization's task is to ensure fulfillment of the pledge.

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ASHKhabAD TERMINAL UNDER RECONSTRUCTION -- Na Rel'sakh, No 2, 4 Jan 49

A large army of construction workers on the Ashkhabad Railroad System is building the Chardzhou-Kingrad Line. Another large group is rebuilding the Ashkhabad Railroad Terminal which was destroyed by the earthquake.

LATVIAN RAILROADS EXCEED 1948 PLAN -- Sovetskaya Latvya, No 2, 3 Jan 49

Latvian locomotive workers fulfilled the 1948 plan for technical speed (average speed excluding stops) 111.5 percent, daily average mileage 110.5 percent, turnover of locomotives 114 percent, average depot repair of locomotives 143 percent. Conservation of fuel was 9.6 percent, which equaled 2,420,000 rubles. During 1948, 240 innovations were introduced into locomotive operation, which resulted in savings of 1,252,000 rubles. The total yearly profit amounts to 4,700,000 rubles.

KISHINEV LOCOMOTIVE MEN INCREASE SPEED -- Sovetskaya Moldaviya, No 23, 4 Feb 49

Locomotive men of Kishinev Locomotive Depot have stepped up performance in honor of the Second Congress of Bolsheviks of Moldavian SSR. The January plan for exterior washing was fulfilled 115 percent. During the course of a month 74 heavy trains were run. Locomotive technical speed (average speed excluding stops) increased 2.4 kilometers and the average daily performance 27 kilometers. More than 300 tons of fuel were saved.

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